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EXECUTIVE SUMMARY

The Clark County Comprehensive Plan is a policy document for the physical development of unincorporated Clark County. The Plan is divided into "elements" that meet the requirements of the Nevada Revised Statutes (NRS).

The Board of County Commissioners (BCC) has authorized the Department of Comprehensive Planning to develop and administer the Comprehensive Plan. Department staff works closely with other County departments, outside agencies, and the Southern Nevada Regional Planning Coalition to develop each element.

Staff prepares each element using a process that begins with professional research. Next, staff collaborates with internal and external stakeholders and experts to prepare a background report and recommended policies for each element. Finally, the policies and background information are submitted to the Planning Commission and BCC for consideration and approval. Following adoption by the BCC, policies are implemented through work programs, financing and construction of public facilities, land use regulations, and public education.

NOTE: Incorporating elements, plans, or maps by different agencies and departments is not intended to interfere with, abrogate, or annul any policies or other agreements between parties. Where any two policies, or any part of adopted elements, maps or plans conflict, the Director of Comprehensive Planning will determine which policy or any part of adopted subjects, plans, or maps best promotes the overall purpose, goals or policies of the comprehensive plan and health, safety, or the general welfare of the community.

CONSERVATION

Air Quality

Policies

1 Development approval should be conditioned upon compliance with local, state, and national air quality standards.
2 Improve air quality to levels necessary to protect public health and improve visual clarity.
3 Enhance public educational efforts concerning air quality issues, sources and solutions.
4 Clark County will work to reduce the amount of urban haze in the Las Vegas Valley to reduce impacts to private and federal lands.
5 Encourage the use of incentives that will result in the removal of allergen producing plants.
6 Place high polluting facilities away from sensitive receptors (defined as segments of the population susceptible to poor air quality and certain at-risk sensitive land uses such as schools, hospitals, parks, residential communities, community centers or senior centers**).**
7 Pollution control measures should be required, including: stabilizing vacant land, landscaping, vegetation, and other materials that trap particulate matter and produce shade, reduce energy consumption or control pollution, near sensitive land uses to reduce evaporative emissions and the heat sink effect.
8 Sensitive receptors should be separated and protected to the greatest extent possible from dry cleaners, stationary diesel engines, auto body shops, metal plating facilities, gasoline stations, wood refinishing facilities, warehouses, rail yards, freeways, heavily traveled roadways and other area, stationary, and indirect sources that emit odors and/or toxic air contaminants.
9 Protect sensitive receptors by encouraging the planting of low biogenic volatile organic compound (BVOC) emitting drought tolerant shade trees in urban areas beyond minimum code requirements.
10 Increase energy efficiency and conservation to reduce air pollution.

Energy

Policies

1 Clark County supports sustainable developments that promote energy efficiency and conservation.
2 Clark County supports the development of clean, safe, and reliable alternative fuels.
3 Clark County supports energy conservation through land use planning principles that encourage compact urban development, public transportation, and improved air quality.
4 Clark County supports the reduction of energy consumption and promotes energy conservation planning for institutional buildings and government facilities.
5 Clark County supports the development of local alternative energy resources, providing opportunities for regional economic expansion.
6 Clark County supports regenerative and recycling programs that will contribute to source reduction, reuse, recycling and waste combustion.

7 Clark County supports partnerships and cooperation with local, regional and federal agencies to further promote energy conservation and efficiency, renewable energy projects and sustainable development.
8 Clark County encourages regional efforts to promote an integrated sustainable energy plan.
9 Clark County supports the development of regional and state wide infrastructure that will efficiently deliver energy to citizens of Clark County.

Environmentally Sensitive Lands (ESL)

Policies

1 An enhanced notification process should be used to inform property owners about proposed ESL overlays or zoning changes affecting private property.
2 The recommendations and implementation measures should be considered in the context of the communities, urban and outlying, where the ESLs are located.
3 ESL areas should be incorporated into land use plans as they are updated. ESL maps and information should be refined based upon new or more detailed information revealed during the update process.
4 Consideration of whether to include edge conditions and transitional land uses for ESL areas should be specifically included in all land use plan updates.
5 The County should generally oppose the transfer of current ESLs out of public ownership unless equal or greater protection of those areas can be provided, or the effects mitigated.
6 Clark County should explore an expanded local government role in protecting and managing ESL areas where appropriate.
7 The regional models used for open space districts in other communities should be investigated for use in Clark County as an important potential implementation mechanism for ESL protection.

Land Conservation

Policies

1 Promote agricultural/farmland practices that reduce soil runoff and wind erosion.
2 Encourage transitional development to buffer environmentally sensitive areas from more intense uses.
3 Encourage preservation and protection of washes and waterways.
4 Establish an enforcement mechanism to ensure proper installation of landscaping and irrigation systems in new construction.
5 Encourage use of onsite water retention and vegetative buffering to reduce surface water runoff and erosion.

Solid Waste Management

Policies

1 Promote compatibility of land use in areas surrounding landfills, transfer stations and convenience centers.
2 Encourage programs that reduce the amount of landfill and hazardous waste generated.

3 Encourage reclamation and recreational use of closed landfill facilities.
4 Encourage businesses that recycle materials to locate in Clark County.

Species Protection

Policies

1 Encroachment upon endangered species habitats and unique biological resource areas should be avoided or mitigated.
2 Encourage the use of plant life and landscaping principles appropriate to the local climate.
3 Clark County and Federal agencies should coordinate land uses and disposals near Federally designated management areas to reduce environmental and habitat impacts within protected areas.
4 Protect existing threatened or endangered species and those species that may be listed under the provisions of the Federal Endangered Species Act.
5 Throughout the 30-year term of the permit, Clark County will administer and maintain the, *Permit TE 034927-0 for the Clark County Multiple Species Habitat Conservation Plan (MSHCP), under Section 10(a)1(B) of the Endangered Species Act of 1973.*

Water Quality

Policies

1 Wastewater treatment capacity should be maintained to accommodate development.
2 Promote the reuse of treated effluent for area green space including, but not limited to, parks and golf courses.
3 Identify and discourage use of septic tanks within the Las Vegas Valley.
4 Do not approve residential conversions that utilize existing septic systems in sewer serviced areas.
5 Encourage the use of off channel wetlands in the Las Vegas Wash to improve the quality of the water that enters Lake Mead consistent with Clark County's Wetlands Park Master Plan. *Also, see: Recreation/Parks and Recreation*
6 Clark County will continue to coordinate urban and rural water quality issues with the appropriate federal, state, and local agencies.
7 Clark County will encourage research and monitoring activities through the Lake Mead Water Quality Forum to address point or non-point water quality issues, wetlands development in the Las Vegas Wash, development of the Clark County Wetlands Park, the impact of wetlands on water quality, and other related water quality issues.
8 Actively pursue efforts to ensure the quality of waters entering the Colorado River from Clark County.
9 Improve the water quality of the Muddy and Virgin Rivers to remove them from the State of Nevada's List of Impaired Rivers.
10 Where possible, require all new development, including single family residences, to connect to existing sewer lines.
11 Prohibit the use of septic tanks or sewage lagoons where soils are subject to seepage, poor filters or in flood prone areas. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

12 Encourage the use of Best Management Practices including landscape and design techniques for buffering, erosion, runoff control, and stormwater quality improvement.
13 Encourage new development to occur in conjunction with sewer line expansion.
14 Promote existing development served by septic systems to connect to the County sewer system if within 400 feet of the sewer line.
15 Where appropriate, require abandonment of septic systems and connection to the County sewer system during property zone change process.

Water Resources

Policies

1 Measures to bring groundwater pumping into balance with natural recharge should be encouraged.
2 Measures to manage groundwater aquifers to minimize damage from land subsidence and high water tables should be encouraged.
3 Prepare controls and standards in regions with rising shallow groundwater.
4 Promote the proper abandonment of water wells where properties are served by a municipal water source.
5 Clark County supports local, state and federal efforts to protect drinking water supplies.
6 Clark County will recognize and support state-endorsed wellhead protection plans through land use and facilities plans, zoning and other appropriate methods.
7 Clark County will support communication and coordination efforts to protect and preserve groundwater resources and facilities.

Wellhead Protection

Policies

1 Measures to bring groundwater pumping into balance with natural recharge should be encouraged.
2 Measures to manage groundwater aquifers to minimize damage from land subsidence and high water tables should be encouraged.
3 Prepare controls and standards in regions with rising shallow groundwater.
4 Promote the proper abandonment of water wells where properties are served by a municipal water source.
5 Clark County supports local, state and federal efforts to protect drinking water supplies.
6 Clark County will recognize and support state-endorsed wellhead protection plans through land use and facilities plans, zoning and other appropriate methods.
7 Clark County will support communication and coordination efforts to protect and preserve groundwater resources and facilities.

HISTORIC PRESERVATION

Policies

1 Clark County encourages programs designed to preserve and maintain historical, cultural, and archaeological resources that will help to enhance intellectual and social experiences within Clark County.

2 Clark County supports resource identification and evaluation.

3 Clark County supports partnerships and cooperation with local, state (including the Historic Preservation Office) and federal agencies to promote resource protection.

4 Clark County encourages the recognition of sites on the State and National Registers of Historic Places.

5 Clark County encourages public outreach and educational programs to foster a sense of civic pride, cultural understanding, and aesthetic appreciation of Clark County's historical heritage.

6 Clark County supports community efforts that further promote the identification and protection of historic and cultural resources.

7 Clark County supports efforts by communities to establish historic programs.

8 Plan for Historic Neighborhoods by establishing and maintaining a process for them in the Clark County Development Code. The process should be neighborhood initiated by request for consideration to the Board of County Commissioners, subject to Nevada Revised Statutes criteria.

HOUSING

Policies

1 Clark County's Housing Element is the combination of its adopted HUD Consolidated Plan and Land Use Plans.

2 Promote a mix of housing types that meet the diverse needs of the community.

3 Promote housing, including workforce and affordable housing, along transit corridors, particularly in proximity to transit stops.

4 Examine policies, procedures, and regulations to encourage meeting housing needs.

5 Pursue public, private, and non-profit partnerships in carrying out the County's housing policies.

6 Use the discounted land sale provisions of the Southern Nevada Public Land Management Act to increase the supply of affordable housing when practical.

7 Participate in regional housing initiatives such as those initiated by the Southern Nevada Regional Planning Coalition.

LAND USE

Goals

1 Implement a comprehensive land use plan to promote economic viability, employment opportunities with development that is compatible with adjacent land uses, the natural environment and is well integrated with appropriate circulation systems, services, and facilities.

2 Provide opportunities for a mix of uses such as commercial, office, recreational, entertainment, public facilities, multiple family residential and other activities within close proximity to each other, both vertically and horizontally, which are connected and integrated (nodes).

3 Provide opportunities for transit oriented development in areas with increased densities and intensities to reduce automobile dependence and air pollution.

4 Provide for pedestrian and vehicular connections between all development types.

5 Provide opportunities for developing low-density residential areas as a lifestyle choice.

6 Provide for large lot residential with two distinct land uses, estate homes and Rural Neighborhood Preservation.

7 Provide housing alternatives to meet a range of lifestyle choices, ages, and affordability levels.

8 Where appropriate, provide for professional workplace development integrated throughout the community, including conversion of residential uses accessing arterials.

9 Provide for commercial development integrated in appropriate locations throughout the community.

10 Provide areas which can promote higher intensity activity centers or districts with uses such as hotels; casinos; entertainment uses; general business, professional and public offices; commercial and multiple family residential.

11 Reserve areas for large scale office park and industrial activities such as distribution, logistics, manufacturing, disaster recovery, corporations, destinations, lifestyle amenities, employment, and power centers to bolster the economic viability of Southern Nevada.

Federal Lands

Policies

1 Facilitate improved interagency communication, promote the exchange of information, and encourage resource sharing between Clark County and Federal land administering agencies through the following activities: research studies, NEPA impact analysis, public meetings, joint planning processes, environmental documentation, interagency agreements, and participate as a cooperating agency on projects which may impact non-federal lands within the County.

2 Provide opportunities for federal agencies to participate in the development of land use plans, master development plans, or other County policy documents that may impact federal lands.

3 Participate in land and realty actions deemed mutually beneficial to both local entities and federal land administering agencies which are consistent with federal land management

plans. Support federal agencies in the acquisition of private lands for environmental protection and private in-holdings in federally designated areas.

4 Assist the BLM in identifying public lands appropriate for privatization within the land disposal area and assist in acquiring public lands necessary for local public purpose uses.

5 Work with federal agencies to ensure the protection of private property rights, compliance with local building and zoning codes, and citizen participation on land use decisions within Clark County.

6 Cooperate with the Air Force to reduce or mitigate development deemed incompatible with the mission of the military on and near Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range. Support over-flights where necessary and encourage the Air Force to acquire public and private lands in proximity to critical operation centers to ensure compatibility with existing land uses near Air Force facilities.

7 Coordinate with federal agencies to ensure recognition of valid RS 2477 claims.

8 Coordinate with federal agencies, local governments, and regional service agencies to plan, construct, and provide connectivity to local and regional trail systems located throughout the County.

Growth Management

Community Design Policies

1 Implement land use planning principles that can change the current development pattern of urban sprawl to more compact urban forms, and improve the air quality by encouraging or creating alternative transportation modes (such as: walking, biking, and using existing or planned mass transit corridors). *Also, see: Volume 2 Transportation*

2 Pedestrian amenities and access should be encouraged in all development.

3 Design quality should be encouraged in all development.

4 Development approval should be conditioned upon screening between visual incompatibilities.

5 Development approval should be conditioned upon mitigation of identified land use incompatibilities.

6 Land use arrangements that provide adjacency of living and employment opportunities should be encouraged.

7 Site plan designs should be required to provide the maximum feasible protection to people and land uses sensitive to air pollution through the use of buffer zones such as barriers and /or distance from emissions sources. *Also, see: Conservation/Air Quality*

8 Encourage the development of safe crossings for bicycles and pedestrians for all street and highway projects in the plan area. *Also, see: Volume 2 Transportation*

9 Encourage transitional development to buffer environmentally sensitive lands from more intensive uses.

10 Encourage jobs/housing balance in land use plans.

Transit Orientated Development

11 Promote the design of Transit Oriented Development (TOD) by encouraging moderate to high density development along any existing or planned regional transit systems.

12 Encourage the location, design, configuration and mix of uses within TOD's that are within an average of 1,320 feet walking distance from an existing or proposed transit system and from other TOD's.

13 Encourage TOD's that link land use with transit and promote compact development form that support existing or proposed transit systems to reduce sprawl, traffic congestion and air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*

14 Encourage TOD's having pedestrian attributes at the origin and destination points of each trip as an incentive for walking, biking, carpooling, or riding transit.

15 Encourage the location of retail facilities, parks, day care, civic services and proposed or existing transit stops at the center of each TOD to reinforce the opportunity to walk, or bike for many short errands, as well as combine trips with transit to other stops.

16 Encourage an increase in residential densities and commercial intensities around future transportation corridors (including rail, bus, and multi-modal systems as identified by the RTC) in order to reduce vehicle miles traveled and the number of vehicle trips. *Also, see: Volume 2 Transportation*

Neo-Traditional Design

17 Encourage Neo-traditional design/pedestrian-oriented development that provide compact urban forms along transit corridors or town centers. These compact urban forms are made of moderate to high densities and intensities and the components required will support a mass transit system and improve air quality. *Also, see: Conservation/Air Quality, Volume 2 Transportation*

18 When promoting Neo-traditional design, New Urbanism or other non-traditional developments, encourage transitional uses adjacent to high compact densities and commercial cores to lower densities that will gradually blend into the natural context of the desert and promote pedestrian activities.

Community Districts
Policies

1 Unincorporated town boundaries should coincide with the furthest external boundary of Community Districts One or Two.

2 Continue to use Community District 6 as a mechanism to preserve open space and conservation areas within Clark County.

3 The ESL (Environmentally Sensitive Lands) area should be considered as Clark County's Community District 6.

Growth Management Policies

1 Development of vacant parcels within serviced areas should be encouraged.
2 Maximum use of existing service capacities should be encouraged.
3 Coordination of development policies between entities should be pursued.
4 Land use patterns that result in the most efficient use of fiscal resources for installation, operation and maintenance costs of services should be encouraged.
5 Analysis of development sector impacts from any proposed development regulations should be considered prior to adoption.
6 Consider the cumulative impacts of new development and redevelopment on air quality. *Also, see: Conservation/Air Quality*

Infill

7 Encourage the intensification of infill sites to be balanced with a strong sensitivity to protecting existing neighborhoods, encouraging pedestrianism, compact development and reduction of air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
8 Encourage the implementation of infill development where existing land use patterns are considered underutilized and are subject to revitalization while providing mixed-use development.
9 Promote infill development to be integrated to the existing surrounding new development and provide opportunity for linking infill sites to existing or proposed transit systems.
10 Encourage the redevelopment of infill sites with new uses that allow them to function as walkable, mixed-use districts that support transit system

Mixed-use

11 Encourage mixed-use development that locates complementary land uses such as housing, retail, offices, services, and public facilities within walking distance of each other.
12 Encourage mixed-use development projects that will address the interrelationship of industrial, commercial and residential by providing pedestrian connectivity and compact forms.
13 Promote mixed-use development that encourages the integration of new housing and retail and is less auto dependent.
14 Encourage mixed-use development that provides the ability to revitalize older commercial corridors with infill residential development.

Urban Specific Policies

General

1 Encourage urban/suburban growth patterns that promote employment opportunities/development, reduce automobile dependence, support alternative modes of transportation, and reduce air pollution.

2 Where infrastructure is available and transit is accessible, maximize the use of infill and redevelopment in existing urban/suburban areas. Infill development should be consistent with existing adjacent development.

3 Encourage the use of compact building design where urban density is developed within one-quarter of a mile (walking distance) of transit (existing and proposed).

4 Preserve existing residential neighborhoods by encouraging vacant lots within these areas to develop at similar densities as the existing area.

5 Finished floor heights should be approximately the same as adjacent uses.

6 The cumulative impact developments will have on area services including fire, police, water, sewer, roads, schools, and adjacent municipalities should be considered.

7 Land uses that are complementary and are of similar scale and intensity should provide appropriate connectivity and not be segregated.

8 Discourage nonconforming zone changes. Any approvals for nonconforming zoning requests should be conditioned to provide buffering from adjacent conforming properties.

9 Encourage requests for permit modifications or extensions of time on existing uses to include a plan to reduce their visual impacts and a phasing plan for completion.

10 Encourage site designs to be compatible with adjacent land uses and off-site circulation patterns, especially when the adjacent land use is a lower density or intensity.

11 All developments outside of rural areas should provide sidewalks on both sides of any public street. Sidewalks are encouraged on at least one side of private streets whenever possible.

12 Encourage the development of detached sidewalks that exceed the five (5) foot minimum requirement.

13 Encourage drought-tolerant landscape design techniques in new developments and for retrofitting older areas, as well as between rights-of-way and any block wall surrounding a residential development. The drought-tolerant plant list is maintained by the Southern Nevada Water Authority (SNWA) and Southern Nevada Regional Planning Coalition (SNRPC).

14 All developments should be designed to accommodate and encourage recycling.

15 Lighting design should be sensitive to on and off-site residential uses. All exterior light sources should be shielded to direct light away from on-site residential uses.

General (con't)

16 All new perimeter walls, fences, driveways, trails, and other surfaces should be decorative. Encourage designs to visually minimize the stark appearance of a monotonous block wall face and should use alternative materials made from renewable and recyclable sources that do not trap and radiate heat. Incorporate design elements to discourage graffiti and encourage graffiti-resistant wall treatments.

17 Encourage comprehensive pedestrian, equestrian, and bicycle circulation systems that include provisions for paths in new and existing rights-of-way and/or easements. New development should incorporate ample active and passive open space in the overall site design and integrate those open spaces, where possible, with adjoining properties, trail systems, and public/private park facilities. Where possible, encourage adherence to the Regional Transportation Commission's (RTC) Complete Streets Design Guidelines for Livable Communities.

18 Encourage pedestrian scale site furnishings along public walkways and open spaces to create visual continuity, reinforce the pedestrian character, and provide outdoor use areas along public walkways.

19 Scale-relationships between buildings and adjacent developments should be carefully considered. Varying building height, breaking up the mass of a building, and shifting building placement can provide appropriate transitions between differing building scales and intensities. Building heights should be transitioned so any structure adjacent to a residential use is of similar height. Building heights should also vary within a development with lower height buildings adjacent to streets and surrounding residential uses to reduce the perceived mass of buildings.

20 All signage should be compatible with building styles on-site and also with surrounding development. Monument signs are encouraged, and any illuminated signs should be oriented away from neighborhoods.

21 Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer.

22 The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area.

23 Encourage right turn deceleration lanes and left turn lanes into intense uses such as industrial and other large scale developments. Also encourage right turn deceleration lanes into major retail and other High Impact Project (HIP) and Projects of Regional Significance (PRS), as defined by Title 30.

24 Encourage accessory parking structures for all uses to be architecturally compatible with the primary structure by using similar façade treatments and materials.

25 Encourage the placement of bus turnouts and other enhanced transit facilities in accordance with RTC standards.

26 Ensure that a Major Project provides a mix of residential, commercial, industrial, or public facilities land uses where residents will have the opportunity to live, work, and recreate. The design of a Major Project should be compatible within the development, as well as with adjoining land uses and the natural environment.

General (con't)

27 Encourage the localized areas of Commercial Tourist development to be the prime activity centers in the planning area and where hotels, resort hotels, entertainment uses, general business, professional and public offices, and commercial uses are located.

28 Unique transportation opportunities should be explored and encouraged.

29 New development should provide opportunities for continuity in the pedestrian network.

Overall Residential

30 Discourage residential development adjacent to any industrial or hazardous uses. Examples include power plants, landfills, railways, wastewater treatment facilities, and other similar uses. In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents at time of sale.

31 Encourage residential developments to incorporate pedestrian and bicycle circulation systems that connect to schools, commercial, and recreational areas. Additionally, single family developments should connect with existing and planned trail systems, parks, and open spaces.

32 Encourage specific buffering between existing residential areas and more intense land use designations. Buffering should take place on the parcel with the higher intensity designation, except when approvals for nonconforming zoning requests are conditioned to provide buffering from adjacent conforming properties.

33 In residential subdivisions, any parcels located at major intersections should be required to receive their access from within the subdivision. Corner parcels at major intersections that have a residential land use designation should not have access to collector or arterial streets.

34 When a non-multiple family development is approved in an area designated for multiple family projects on the Land Use Plan Map (non-conforming), required buffering should be provided on the parcel or development where the non-conforming zone change occurred.

35 Residential developments should be discouraged in Business and Research Park/Industrial categories.

Estate Residential

36 Encourage the preservation of the estate residential character by implementing non-urban street standards (see **Minimum Road Design Standards for Non-Urban Roadways Handbook**, available from the Clark County Public Works Department) while maintaining standard right-of-ways to ensure necessary facilities are provided.

37 To support a cohesive community, gated communities are discouraged in estate residential areas.

38 Encourage new residential developments adjacent to existing estate residential areas to transition at appropriate densities (lot sizes of 10,000 square feet or greater) and be of similar height. Significantly smaller lot sizes should be located beyond any appropriate transition areas.

Single Family Residential

39 Encourage higher density residential developments to be arranged in clusters or enclaves around courtyards. Provide residential courts and other opportunities for increased usable open space* and recreation facilities. Appropriate buffers, setbacks, parking, landscaping, and other regulated on-site and off-site development issues should be included in single family developments.

***Open Space.** Principally consists of any common areas, trails, excluding drainage channels and required street landscaping that are privately maintained for passive and active recreational use by all residents of a development.

Single Family Residential (con't)

40 For the safety of residents, encourage useable recreational open space areas within single family developments to be located away from arterial and collector streets. Open space should be centrally located and where possible surrounded by local streets with homes that front the open space.

41 Encourage buffering between single family areas and higher density residential and commercial designations.

42 Single family projects developed within areas designated for commercial or higher density residential areas should provide any required or desired buffers from adjoining higher density/intensity projects.

43 Promote projects that provide varied neighborhood design and/or innovative architecture. For example, projects should include a combination of the following: varied setbacks from residences to front property lines, reduced visual dominance of garages, varied rooflines, and/or varied architectural elements on all sides.

44 Exterior building walls should be articulated with varied setbacks of garage doors when adjacent to any street. Encourage residential garages be positioned to reduce their visual impact on the streets. At a minimum, encourage the garage to be located behind the front façade of the house. In many single family areas, garages may be sited in the following ways:

a.) In the rear accessed by a side drive or right-of-way,

b.) To the side recessed behind the front façade.

Multiple Family Residential

45 When higher density residential development is proposed adjacent to estate residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

46 When development of higher residential density developments are proposed next to estate residential areas, encourage block walls to abutting the estate residential and provide an intense landscape buffer.

47 When higher density residential development is proposed adjacent to single family residential areas, nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development should be prevented.

48 Attached single family housing, including townhomes, may be arranged in clusters or enclaves around courtyards, providing residential courts and other opportunities for increased usable open space and recreation facilities without compromising densities.

49 Organize long block faces (330 feet or greater) to provide a mid-block pedestrian green connection that allows access from the street to the drive aisles and parking areas.

50 Encourage multiple family projects to locate common areas, circulation paths, and building entry porches where they are most visible from the street and home interiors.

51 All multiple family projects should provide several amenities such as usable open space, swimming pools, barbeque pits, and community centers.

52 Encourage lofts, row housing, and other multiple family designs as alternatives to apartments.

Multiple Family Residential (con't)

53 Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, drought-tolerant landscaping, building height and materials, shielded lighting, signage, along with on-site and off-site circulation should be addressed in multiple family developments.

54 Encourage the arrangement of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas and encourage multi-level parking garages. Promote the layout and design of multiple family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern and to provide a variety of parking options for the residents.

55 Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building). Design alternatives for massing include varied elevations, roof forms, and surface planes. Building heights should vary in a multiple family development with lower buildings adjacent to streets and surrounding residential uses.

56 To minimize impacts on necessary public services and facilities, encourage multiple family developments to locate adjacent to a mix of other land uses including commercial, office, educational, institutional, recreational, and any other appropriate urban uses.

57 Encourage multiple family developments to locate near transit (or where it may become available) along with pedestrian and road networks that can accommodate higher residential densities.

58 When constructed on corners of intersections, orient multiple family structures so the front of the building faces both streets or is architecturally detailed with an enhanced façade.

Commercial

59 When commercial development is proposed adjacent to estate residential areas, prevent nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

60 When development of commercial developments are proposed next to estate residential areas, encourage articulated block walls abutting the estate residential and provide an intense landscape buffer.

61 When commercial development is proposed adjacent to single family residential areas, nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development should be prevented.

62 Encourage intense buffering and design features on the perimeter of parcels adjacent to existing or proposed single family uses.

63 Office structures should be developed in clusters and not configured in a linear pattern.

64 Encourage master planned office developments to reduce points of ingress and egress on arterial and collector streets, traffic congestion, traffic hazards, signs and visual clutter, and inconsistent architectural style.

65 Encourage commercial development design that will provide opportunities for cross access with adjoining sites to reduce or limit points of ingress and egress on arterial or collector streets to reduce onsite and offsite traffic congestion and hazards.

66 Commercial development should provide access points on arterial and collectors and not on local neighborhood streets.

Commercial (con't)

67 Through site planning and building design, ensure that commercial developments are compatible with abutting uses. Appropriate buffers, setbacks, drought-tolerant landscaping, building height and materials, lighting, signage, adjoining land uses, and densities should be considered and integrated into commercial developments.

68 Outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from public streets, along with residential and other adjacent uses. All screening material should be consistent with the materials used for the balance of the project.

69 Encourage commercial projects clustered around pedestrian plazas and courts to include a plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances.

70 Site amenities such as plazas, pedestrian walkways, and site furnishings (benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving) along linkages are encouraged. The use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

71 Promote comprehensive sign plans for multi-user commercial developments. Exterior signs for individual pad sites should be coordinated with signs for the entire commercial complex.

72 Encourage freestanding signs not to exceed the building heights of the commercial developments they advertise.

73 Provide and maintain perimeter and interior parking lot trees for shade and visual relief, while maintaining view corridors to storefront areas.

74 On commercial sites, encourage the siting of a portion of the total building area at the street perimeter. Such siting strengthens the streetscape and helps to screen off-street parking areas.

75 Encourage the physical and functional integration of surrounding buildings, along with existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site.

76 Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, drought-tolerant landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet or greater to visually buffer the parking lot.

77 Encourage the placement of required parking areas to be located behind the principal building(s) on the site.

78 Encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public to improve visual quality. Similarly, buildings located on corner lots should have facades enhanced to match the front of the building to emphasize their prominent location. This also includes design variations to a building's mass, including different elevations, roof forms, and surface planes by stair-stepping building height, breaking up the mass (mass refers to height, bulk, and scale of a building) and shifting building placement.

79 Encourage commercial developments to use visually articulated elements including, but not limited to towers, domes, decorative fascias or parapets, pilasters or columns, arcades or colonnades, decorative details such as tiles wrought iron (tubular steel), fenestration, landscaped planters or

trellises, pitched/hipped roofs, or other visually articulated design utilizing harmonious volumes, spaces and materials.

Commercial Tourist

80 Encourage the development of multi-storied residential uses with appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, access to trails and parks, etc.) and local supporting commercial uses (e.g. restaurants, entertainment facilities, etc.).

81 Encourage a diversity of land uses within multi-storied structures. Single story freestanding projects should be avoided as much as possible.

82 Encourage mixed use projects to be developed near and integrated with routes served by transit.

83 Where possible, buildings should be located around pedestrian plazas and courts.

84 Service areas, trash collection areas, and truck loading areas should be screened and located away from public view.

85 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails, and streets in accordance with Mixed Use District requirements when considering the location of buildings on the site.

86 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from public sidewalks.

87 On commercial sites, especially large retail centers, encourage the development of a portion of the total building footprint on all street perimeters, especially at corner locations while maintaining view corridors to storefront areas.

88 Encourage resort hotels to provide primary access from existing/planned arterial streets.

89 Off-street parking adjacent to public roads should require screening by one or a combination of the following: buildings, walls, enhanced landscaping, and/or berms. Screening should be continuous and at a recommended height of three (3) feet or greater to buffer the parking lot.

90 Encourage the placement of secure off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required, secure parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design should be integrated with the form and materials of the primary structure(s) with similar and compatible architectural themes, as well as terraced designs which should be incorporated in the design.

91 Enhanced landscaping (trees) at the perimeter and interior of parking areas should be encouraged to provide shade and visual relief, while maintaining view corridors to storefront areas.

92 Where appropriate, buildings should provide street-side entrances for pedestrians and public transit users.

93 All structures on a development site should be of compatible architectural design, style, and color.

94 If the back or sides of any building are oriented toward a right-of-way, Public Facility, or a planned residential area, it should be of the same architectural style and color, constructed of the same building materials as the remainder of the building, and should be enhanced with similar architectural features to match the front of the building.

Business and Research Park

95 Residential developments, including mixed use development, are discouraged in business and research park categories.

96 Encourage business and research park developments to be designed as centers or campuses with limited points of ingress and egress on arterial or collector streets to reduce traffic congestion and hazards, through coordinated architectural and signage programs, screened parking areas, and extensive landscaping. Also, encourage business and research park developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks, and open space.

97 Encourage business and research park developments to orient less intensive uses and landscaping adjacent to public rights-of-way on the perimeter of the developments to improve visual quality and buffering, while maintaining view corridors to storefront areas.

98 Encourage signage that is compatible with the area. Monument signs are encouraged.

99 Ensure that business and research park developments are complementary with abutting uses through site planning and building design on the perimeter. Adjoining land uses and densities should be considered regarding appropriate buffers, setbacks, landscaping, building height and materials, lighting, and signage on-site in business and research park developments.

Industrial

100 The location of industrial developments should consider compatibility with existing land use patterns, appropriate access routes and traffic volumes, environmental concerns, as well as proximity to single family uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

101 Ensure that industrial developments are complementary with abutting uses through site planning and building design on the perimeter. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation, and adjoining land uses and densities should be considered and integrated into industrial developments.

102 If developed, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from streets, residential, and other adjacent uses.

103 Encourage industrial developments to orient offices, similar less intensive uses, and landscaping adjacent to public rights-of-way (on the perimeter of the developments) to improve visual quality. More intensive land uses should be internalized within the development.

104 Strongly encourage any requests for changes, permit modifications, or extensions of time on existing mining operations to be accompanied by a plan to reduce their visual impacts with a performance and restoration bonded phasing plan for reclamation. Discourage the location of future sand and gravel mining operations within the planning area.

105 Where possible, establish industrial areas for businesses that require rail access.

MIXED USE

106 Mixed Use Development (MUD) as a stand-alone infill project should be discouraged on ten (10) or less acres.

107 MUD's should incorporate general business, professional and public offices, multiple family residential uses and supporting commercial uses.

108 Mixed use development should be discouraged in Business and Research Park/Industrial categories.

109 MUD's should be located adjacent to an arterial or collector street. More intense mixed use developments (higher density and/or building height) should be sited with at least one boundary adjacent to an arterial street or collector street which is identified as being a public transit corridor. Less intense mixed use projects may be adjacent to local streets.

110 Any residential projects developed where mixed use is allowed should provide any required/desired buffers from adjoining higher density/higher intensity projects. Townhomes and similar uses may be appropriate and could be integrated into MUD's.

111 Allow options for creative, intensive MUD's which will provide a compatible mix of higher residential densities and supporting commercial uses through innovative site planning.

112 Where MUD's are allowed, encourage design techniques that will result in a project that is functionally integrated and visually compatible internally as well as externally with surrounding development.

113 Encourage the development of multi-storied residential uses having appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, park, etc.) with local supporting commercial uses (e.g. restaurants, entertainment facilities, etc.).

114 Through the use of design commonality, mixed uses should provide some visual familiarity which will result in smoother circulation flow and easy recognition of amenities for visitors and pedestrians.

115 Encourage live/work units in MUD's. These should be developed with entrances having recessed entry or awnings that will allow direct access at grade. When constructing live/work units, encourage the location of private exterior space on the second floor in a covered porch or balcony overlooking the street.

116 Encourage MUD's to develop along the principal routes served by public rapid and enhanced mass transit systems as defined by the RTC. This will allow easy access to services and employment not offered on site. Uses within walking distance (1/4 mile) may be considered when determining a MUD project. The intent is to develop a cohesive mix of uses with the objective of achieving a live, work and play balance within a neighborhood. Greater walking distances may be appropriate around Transit Oriented Developments (TOD).

117 On-site pedestrian circulation should be separated from vehicular traffic, as much as possible. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade, color and the use of enhanced paving is encouraged to clearly define pedestrian walkways.

118 Site amenities such as plazas, pedestrian walkways/links or site furnishings (benches, decorative light fixtures, ornamental waste containers, etc.) are encouraged. Where such amenities are

Mixed Use (con't)

provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for the users.

119 Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets when considering the location of buildings on the site to reduce the potential of a monotonous, continuous row of buildings.

120 Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk.

121 Encourage the placement of off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required, parking structures are encouraged. Also, since parking structures are a major visual element of the site, the design of the parking structure should be integrated with the form and materials of the primary structure(s).

122 If developed, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from adjacent parcels and from residential uses and public streets.

123 Discourage off-street parking adjacent to public roads. Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, landscaping, and/or berms. These screens should be continuous and at a recommended height of three feet or greater to buffer the parking lot.

124 Where possible, buildings should be sited around pedestrian plazas and courts.

125 Recreation areas within MUD's should not front on arterial and collector streets.

126 Encourage MUD's to use visually articulated elements including, but not limited to, towers, domes; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron (tubular steel), fenestration, landscaped planters or trellises; pitched/hipped roofs or other visually articulated design utilizing harmonious volumes, spaces and materials.

127 To improve visual quality, encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the public.

128 Buildings should provide street side entrances for pedestrians and public transit users where appropriate.

129 Encourage MUD's to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit trail systems, parks, open space and nearby residential developments.

130 To encourage pedestrian use, sidewalks should be wider than 5 feet minimum standard and designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.

131 MUD's should demonstrate that adequate public facilities (police and fire stations, schools, community parks, open space and community centers) currently exist, or will be provided concurrently with the development and backed with appropriate bonding provided by the developer.

Aviation Specific Policies

1 Encourage development patterns and standards compatible with the continuing operation of Nellis Air Force Base.

2 Development projects located in the Airport Environs Overlay Districts (AEOD) shall comply with additional AEOD land use regulations.

3 Land uses inside the Airport Environs Overlay District (AEOD) should be compatible with the air and ground operations of Nellis Air Force Base. Residential development of any kind (including mixed-use residential) are prohibited from developing within the Air Environ AE-70 and above, APZ-1, APZ-2, and LOLA as found in the AEOD. Such uses are discouraged in the AE-65. (APZ = Accident Potential Zone, LOLA = Live Ordinance Loading Area).

4 Encourage buildings and structures that comply with the Airspace Zoning Map unless deviations are deemed appropriate by the Airport Hazard Areas Board of Adjustment

5 Within the "Resort Corridor", residential development of any kind and other uses as described in the Cooperative Management Agreement (CMA) are prohibited from developing within the Air Environ AE-70 (and above) as found in the Airport Environs Overlay District (AEOD).

Laughlin Specific Policies

1 The Riverwalk and similar Districts should provide a strong and inviting sense of arrival having a physical location that accommodates diverse activities, special events and civic gatherings.

2 Through the use of design commonality, and pedestrian connectivity with transportation corridors, the Riverwalk District should provide some visual familiarity which will result in smoother circulation flow and easy recognition of amenities for visitors and pedestrians.

3 The Riverwalk District should connect the urban context with the natural setting by implementing the urban design concept of physical terminus.

4 At the terminus of the District, the location of urban parks and plazas should be encouraged along the water front to provide opportunities for physical terminus and civic focal points.

5 Terminus and civic focal points should be utilized for the display of public art and the performance of social and special events.

6 Where possible, terminus and civic focal points should be located at the intersection of mid-section and section lines.

7 Terminus and civic focal points should provide for the public viewing of a recognizable and interpretive program for natural and social history.

8 Encourage the preservation or establishment of right-of-ways for elevated walkways at all arterial intersections within the District.

9 On-site pedestrian circulation should be separated from vehicular traffic. In developments where substantial traffic volumes occur, a detached or meandering sidewalk or walkway may be necessary to separate pedestrian and vehicular traffic. The use of textured or enhanced paving to clearly define pedestrian walkways is encouraged.

10 Both public and private pedestrian and transit systems are encouraged in the District.

Lone Mountain Specific Policy

In an area designated RNP, within Lone Mountain, the intent is to keep lots at ½ acre minimum. When lot size variation is needed to subdivide a parcel that is larger than ½ acre, a minimum lot size of 18,500 net square feet or larger is encouraged.

Winchester/Paradise Specific Policies

1 Encourage multiple family developments located adjacent to arterial or collector streets to incorporate local supporting commercial development designed to be functionally and visually integrated within the project with the use of paths and pedestrian bridges.

2 Establish a Mixed-Use Neighborhood around the University of Nevada-Las Vegas with an emphasis on uses complimentary to the University.

3 The University mixed-use district (University District) should incorporate general businesses that serve the University population including professional and educational offices, multi-family and commercial uses.

4 Encourage uses that promote education and cultural activities including entertainment, the arts as well as other services that enhance higher education.

5 Workforce and student housing is encouraged in this district.

6 Encourage interactive participation on the part of the university with the Paradise Town Board, Planning Commission and the Board of County Commissioners.

7 Encourage the development of multi-storied residential uses with appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, access to trails and parks, etc.) and local supporting commercial uses (e.g. restaurants, entertainment facilities, etc.).

8 Encourage a diversity of land uses within multi-storied structures. Single story free standing projects should be avoided as much as possible excepting those uses which pose a serious health and safety risk such as service stations.

9 Encourage the preservation of right-of-ways for pedestrian bridges at all arterial intersections in the "Resort Corridor".

10 Both public and private pedestrian and transit systems are encouraged in the "Resort Corridor".

11 In order to fully complement areas on the "Resort Corridor", workforce housing should be encouraged and integrated into all housing projects.

Whitney Specific Policies

1 Establish a Mixed-Use Neighborhood around the University of Nevada-Las Vegas Sam Boyd Stadium with an emphasis on uses complimentary to the Stadium.

2 This part of the mixed-use district should incorporate multi-family projects, restaurants and retail businesses that support and serve the stadium and the Silverbowl sports park.

3 Encourage uses that promote recreation, cultural activities, entertainment and the arts.

4 Workforce housing projects are encouraged in this area.

5 Encourage interactive participation in the development of this area on the part of UNLV, Whitney Town Board, Planning Commission and the Board of County Commissioners.

Long Range Plan Policies

1 Clark County will use economic, demographic and development trends to plan for, and provide public services and facilities.

2 Encourage the principles of Smart Growth including mixed land uses and infill development.

PUBLIC FACILITIES AND SERVICES

Economics

Policies

1 Development of a diversified economic base should be encouraged.
2 Capital improvements should be coordinated with the Comprehensive Plan.

Population

Policies

1 Continue to support Southern Nevada Regional Planning Coalition's work by cooperating and sharing development and demographic information.
2 Consider visitor population impacts for planning purposes and include in our service delivery models.
3 Clark County will generate demographic products that have value and utility for Clark County, as well as its partners and customers.
4 Cooperate with and support the Census Bureau's functions to enhance local and state programs.

Public Buildings

Policies

1 Public Buildings should be located to promote nodes for alternative modes of transportation (trails, bus stops, etc.). *Also, see: Volume 2 Transportation*
2 Public Buildings should be designed to encourage civic pride and a sense of community by incorporating public art and other civic amenities.
3 All Clark County public building zone changes should be for the Public Facility P-F zoning district.
4 Use appropriate technology (building materials, systems etc.) in County buildings to increase the life cycle and reduce overall maintenance costs.
5 Use appropriate applications of energy conservation and generation in new or remodel building projects.
6 Clark County will use energy conservation techniques in its public buildings.
7 Land use siting techniques that consider solar heat absorption should be encouraged.
8 Maximum use of renewable energy resources should be encouraged.
9 Clark County will use solar technology whenever feasible.
10 Incorporate policies of the Clark County Energy Management Strategy in new or remodel building projects.

Schools

Policies

1 Clark County will work with the Clark County School District to provide school facilities through actions such as;
   - Sharing information and informing the School District of development and population trends.
   - Staff will use the most recent version of the Clark County Schools Map on the County website to coordinate location and timing of future facilities.
   - Consider school facilities in updating land use plans and during development review.

2 Discourage development where adequate school facilities do not currently exist.

3 Wherever possible, school, and park sites should be developed jointly.

Utilities

Policies

1 Development in Clark County shall be adequately served by utilities.

2 Utilities should be adequately protected. The following federal concepts (Chertoff, Michael. The National Plan for Research and Development in Support of Critical Infrastructure Protection. Department of Homeland Security, 2004) should be considered:
   - Stand-Off Distance: Allow for increase to front set backs for critical infrastructure facilities when appropriate.
   - Control of access points: Staff could review and waive access points to protect critical infrastructure facilities.
   - Design: Staff could recommend approval for
     - Security Site Design,
     - Physical Protective Barriers,
     - Anti-ram Vehicle Barriers.

3 Utility providers are to locate transmission lines and pipelines within Clark County‘s existing utility corridors when technically feasible.

4 Support increasing capacity of existing utility corridors over establishing new ones.

5 If existing corridors cannot meet utility demand, support the development of new multi-use utility corridors that ensure safety for siting both pipelines and transmission lines.

6 Encourage the development of transmission capability and interconnectivity for distributed energy, cogeneration and alternative energy sources, including regional interconnectivity and transmission capability.

7 Promote the planning and implementation of transmission capability and interconnectivity for hydrogen infrastructure.

8 Support the reduction of visual impacts by newly constructed utility poles, towers, substations, and equipment buildings. Use methods for reducing the effect though actions such as:
   - Disguising and co-locating antennas for cell towers;
   - Hiding equipment buildings with screening and solid fencing;

- Use architecture design on major utility projects to complement the character of a community; and
- Place high capacity electrical transmission lines underground, to lessen visual impacts in large multi-use projects.

9 Encourage placement of equipment boxes outside the sidewalk/clear zone to maintain pedestrian flow and ensure pedestrian safety.

10 When the right-of -way or easement allows, promote underground utility services that are located within the sidewalk/clear zone. *Also see related policies in: Conservation section: Water Quality, and Water Resources.*

RECREATION AND OPEN SPACE

Overall Recreation

Policies

1 Consider health benefits, impacts, and service population needs in the design, location, and prioritization of County parks, trails, and open space.

2 Minimize park, trail, and open space operation and maintenance costs through efficient location, design, and construction.

3 Design new facilities, retrofits and additions to improve public safety and enforcement (defensible space), sustainability, economic efficiency, and connectivity.

Parks

Policies

1 Use the following combined park Levels of Service and definitions:

a) Urban – 2.5 acres per 1,000 population by 2035.

b) Rural – 6.0 acres per 1,000 population by 2035.

Urban Park Definitions

Class	*Optimal Size*	Critical Services and Facilities
Neighborhood	10 acres	• Day Use Only • Family/small group activities • Picnics • Exercise • General play
Community	30 acres	• Day / Evening Use • Small recreation centers (20,000 square feet optimum size) • Small day/night sports complex (4 fields maximum) • Outdoor play pool or convertible indoor/outdoor lap pool • Community events for less than 1,000 participants
Regional	250 acres	• Day / Evening Use • Large recreation centers (20,000+ sq. ft.) • Large day/night sports complex (more than 4 fields) • Aquatic complex with indoor and outdoor pools • Regional events for more than 1,000 people
Special Use	60 acres	• Use Varies • Fairgrounds • Equestrian facilities • Livestock facilities • Shooting facilities • Nature preserves • Museums • Public Art

Rural Park Definitions

Class	*Initial Size*	*Optimal Size*	Critical Services and Facilities
Rural	**2.5 acres**	**10 acres**	• **Day / Evening Use** • **Small recreation centers (20,000 square feet maximum)** • **Small day/night sports complex (4 fields maximum)** • **Outdoor play pool or convertible indoor/outdoor lap pool** • **Community events for less than 1,000 participants**
Special Use (applies to total Rural area)	**5 acres**	**25 acres**	• **Fairgrounds** • **Equestrian facilities** • **Livestock facilities** • **BMX Track**

2 Meet the following park distributions by 2035:
   a) Urban: Neighborhood 30%; Community 15%; Regional 40%; Special Use 15%.
   b) Rural: Rural Community 80%; Special Use 20%.

3 Provide park facilities in an efficient and cost-effective manner, with all potential costs for acquisition, construction, O & M, and park safety factored into the budget for each new park.

4 Support public/private partnerships for provision, maintenance, and operation of park facilities.

5 Partner with other jurisdictions and agencies for joint use and co-location of public facilities where practical.

6 Ensure park districts effectively meet community service needs.

7 Locate and develop parks based on consistent criteria.

Trails

Policies

1 Recreational trails should be located on public land (or easements) along natural washes, flood control facilities, and public utility corridors.

2 Locate trailheads to encourage multiple use and access to public lands.

3 Provide interconnectivity to trails in other municipalities and federal lands where appropriate.

4 Locate equestrian trails to promote connection to similar facilities on federal lands.

5 In urban RNP areas, locate equestrian trails on streets built to rural standards and discourage development of equestrian trails on arterial and collector streets.

6 Work with communities and State and Federal agencies to plan and construct OHV trails where appropriate.

Open Space

Policies

1 Recreational open space should be located on public land (or easements).

2 Provide interconnectivity to open space in other municipalities and federal lands where appropriate.

3 Limit motorized vehicle use on open space in air quality non-attainment areas.

4 Indicate open space areas in County Land Use Plans.

5 Pursue funding sources and/or authority to acquire and maintain open space.

6 Open space lands should be acquired to serve one or more of the following specific purposes: conservation of natural resources and environmental features; provision of opportunities for outdoor education and recreation; shaping of the urban form; provision of trail corridors; and public protection from natural hazards.

7 Neighborhood open space areas should tie into other open spaces to create an open space network.

8 Consider support for a regional authority to manage and fund the operation and maintenance of open space facilities.

SAFETY

Fire Protection

Standards

Use the Clark County Urban Fire Protection Standards as a guide for fire protection planning purposes.

Clark County Fire Operational Standards

Department	Overall Staffing = 1.22 Fire Personnel per 1,000 population	
Career Units	Response capacity = 3,000 responses per year (engines and rescues)	
Career Station	**Service Area:**	Average Residential Density = 5 units or more per acre Average lot size = 8,000 square feet or less (single family) Minimum service area = 1,700 acres of suburban development Minimum Population = 10,000 Response Time = 7 minutes or less for 90% of incidents within Operational Area
	Facility:	Approximately 10,000 sq. ft^2 Site = 2.5 acres or more, buffered from residential, good access to major arterials and highways Typical Equipment = 1 Engine, 1 Rescue, and .5 Ladder truck

Policies

1 Ensure that all developments provide adequate access for fire and other emergency vehicles and equipment.

2 Notify owners of new buildings constructed outside the response area of an outlying fire station that the building should include interior fire sprinkler systems.

3 Developments located outside the Clark County Fire Service District must provide acceptable emergency medical and fire protection services.

4 New developments in Outlying Areas must address additional water storage needs for the community prior to approval.

5 Base the provision of additional services on response rates and times, fire protection needs, land use, and funding.

6 Clark County will work with federal and state agencies to develop alternative response plans and funding for responding to incidents on federal and state highways and lands.

7 Ensure that emergency services are provided in Wildland Interface Areas through mission sensitive reciprocal agreements with federal and state agencies.

Police Protection

Standards

Clark County and METRO will plan for a service standard of one Type 1 Sub-Station per 125,000 residents.

Facility Planning and Sub-Station Location Standards

- Clark County will assist METRO in acquiring land for police facilities within unincorporated Clark County.
- Clark County and METRO will use the following sub-station location standards as a guide for siting future sub-stations: Type 1 Sub-Station Location Standards:
  - Sub-stations should be located based on policing needs, access, geographic location and where possible centrally located within the command area.
  - Sub-stations should be located adjacent to collector or arterial streets.
  - Sub-stations should be located in commercial or light industrial areas, where possible.
  - Where possible, reserved Bureau of Land Management (BLM) property should be used for sub-station locations.
  - Where possible, sub-stations may locate adjacent to parks for training purposes.
  - Where possible, sub-stations should not be located next to natural or man made barriers; such as freeways, extreme topography, and railroad lines; rather these barriers are better suited as command areas boundaries.
  - Sub-stations should not be located within Residential Neighborhood Preservation (RNP) areas.
  - Sites for sub-stations should be between 7.5 and 10 acres.
  - When locating sub-stations, noise, light, and police activity impacts on neighboring uses should be considered and mitigated through site design.

Policies

1 Encourage METRO to participate with other County Departments and Agencies in planning and developing multiple use public service facility sites, where possible, especially with other emergency service providers.

2 If feasible, Clark County will provide reporting/work site facilities for police officers assigned to outlying areas.

3 Ensure that all developments provide adequate access to police and other emergency vehicles and equipment.

4 Metro should participate in the review and analysis of Clark County development agreements in order to facilitate the inclusion and provision of necessary services, facilities and communication equipment.

5 Encourage defensible space concepts in site design to minimize crime potential. (Note: Contact the Las Vegas Metropolitan Police Department for defensible space recommendations.)

Natural & Man-made Hazards

Policies

1 Minimize public exposure to natural and man-made hazards.

2 Ensure that land use plans and development regulations consider natural and man-made hazards and mitigation programs.

3 Provide public facilities and services to protect against natural and man-made hazards.

4 Support educational programs to inform the community about natural and man-made hazards.

5 Coordinate with local, regional, state and federal governments and the private sector to provide protection against natural and man-made hazards.

TRANSPORTATION

Regional Transportation Planning

Goal and Policies

Goal 1 Ensure interagency and regional coordination with regard to transportation planning and improvements.

Policy 1 Coordinate with relevant agencies to pursue interstate regional passenger rail service.

Policy 2 Continue to evaluate Maryland Parkway and future corridors for BRT or light rail giving consideration to the implementation of strategies and methods identified in the Maryland Parkway Opportunity Site Study.

Freeways

Goal and Policies

Goal 1 Support efforts to implement I-11 through Clark County and Project Neon in Downtown Las Vegas.

Policy 1 Consider the potential impacts of the development of the I-11 corridor.

Policy 2 Evaluate planned transportation infrastructure to reflect the land use vision.

Arterial Roadways/ Limited Access Arterials

Collector Streets/Local Streets

Goal and Policies

Goal 1 Establish a system to help to identify streets as candidates for complete street designs as resources become available. Ensure that existing standards, programs, and procedures include Complete Streets implementation wherever feasible as a main focus.

Policy 1 Design arterials, collectors, and local streets to accommodate various modal options (keeping pedestrian and bicycle use as a high priority) identified in adopted alternative mode plans. The design should support adjacent land uses and be consistent with adopted street design standards.

Policy 2 Provide an interconnected and appropriately scaled local public street network that reinforces the compact development patterns promoted by the Land Use Element and individual community plans. In addition, curb and infrastructure should create a clear definition between the street and walkways to improve pedestrian safety.

Policy 3 Provide safe, efficient, and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, and meet the needs of all users of the streets.

Policy 4 Provide an interconnected and appropriately scaled local public street network that reinforces the compact development patterns promoted by the Land Use Element and individual community plans. In addition, curb and infrastructure should create a clear definition between the street and walkways to improve pedestrian safety.

Policy 5 Ensure that multimodal infrastructure improves transportation choices for pedestrians, bicyclists, motorists, and public transportation riders of all ages and abilities and that all users are considered and included in the planning, design, approval, construction, and operation of new streets, and the alteration and maintenance phases of existing streets.

Transit

Goal and Policies

Goal 1 Promote a public transit system that is safe, efficient, cost-effective, and responsive to the needs of residents and visitors.

Policy 1 Work with RTC in planning intermodal and other transportation facilities, such as bus stops, turnouts and transit transfer facilities in conjunction with existing and planned land uses.

Policy 2 Coordinate with RTC to locate transit stops and facilities in areas that facilitate transit ridership, and designate such locations as part of planning efforts for mixed-use developments, transit nodes, and large scale commercial or residential development projects.

Policy 3 Analyze the feasibility of transit stations with bicycle and pedestrian infrastructure provisions adjacent to existing and future mixed-income developments.

Policy 4 Work with local governments to acquire key parcels for transit-oriented development (TOD).

Policy 5 Support transit and land use improvements and amenities that make walking and biking short distances viable, to further reduce carbon emissions.

Policy 6 Develop implementation criteria by which future corridors will be prioritized including: potential ridership, economic development/TOD potential, proximity to jobs, housing and education, enhanced quality of life, and integration with the bike and pedestrian network.

Rights-of-Way

Goal and Policy

Goal 1 Encourage close examination regarding street dedication/vacation and abandonment tools with every land use application.

Policy 1 Support more stringent criteria to justify roadway capacity expansion and ensure that any capacity expansions accommodate viable multi-modal transportation options.

Connecting Land Use

Goal and Policies

Goal 1 Ensure the identified functional class, right-of-way, design, capacity and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.

Policy 1 Continue support for land use compatibility with airports and military bases (also see Land Use Element Aviation Specific Policies).

Policy 2 Promote mixed-use neighborhoods (housing, employment opportunities and retail) that supports transit, bicycling and walking and reduces automobile dependence.

Policy 3 Provide increased mobility in neighborhoods to everyday amenities, such as grocery stores, offices, and schools.

Access and Safety

Goals and Policies

Goal 1 Create transportation choices with access for safe travel throughout the County.

Goal 2 Encourage traffic calming measures to increase safety and enhance the livability of communities.

Policy 1 Continue to work with local, regional and state jurisdictions to provide transportation facilities (keeping pedestrian and bicycle use as a high priority) that comply with the Americans with Disabilities Act of 1990 (ADA).

Policy 2 Assist appropriate entities in developing a transportation system that minimizes conflict between transportation modes, particularly automobiles, freight, transit, pedestrians and bicycles.

Policy 3 In coordination with Clark County School District, support Safe Routes to Schools programs.

Policy 4 Consider development standards to reduce impediments to pedestrian access, such as block walls, cul-de-sacs, fencing and other obstacles that require the unnecessary use of a vehicle to travel short distances to otherwise adjacent uses, or consider including pedestrian access in the subdivision approval process.

Policy 5 Promote opportunities to design streets and streetscapes that integrate land use and pedestrian safety.

Policy 6 Place traffic calming devices so that the full benefit of calming can be realized with little or no negative effect upon the overall safety or quality of the roadway.

Policy 7 Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.

Policy 8 Choose traffic calming devices to best fit the situation for which it is intended.

Protecting the Environment

Goals and Policies

Goal 1 Develop and improve a transportation system that minimizes impact on the natural environment.

Goal 2 Promote energy efficient transportation that will help ease air quality issues.

Goal 3 Encourage street design to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.

Policy 1 Minimize the environmental impacts associated with road construction and maintenance.
Policy 2 Continue to develop a fleet of vehicles that use alternative fuels with low emissions.
Policy 3 Promote Rapid/Mass Transit to improve air quality.
Policy 4 Encourage non-motorized transportation alternatives by keeping pedestrian and bicycle use as a high priority.

Designing the Transportation System

Goals and Policies

Goal 1 Integrate future land use planning with existing and future transportation improvements.
Goal 2 Evaluate the benefits of major transportation projects based on movement of persons and goods, rather than vehicle movement, and look for opportunities on the arterial system to enhance ridesharing and transit.
Policy 1 Support street connectivity within and between neighborhoods for all types of non-motorized traffic.
Policy 2 Discourage vacating rights-of-way that forces movements onto local streets or a limited number of arterial roadways.
Policy 3 Prevent early right-of-way vacations before the neighborhood transportation network is determined.
Policy 4 Require development projects to design local street systems that complement planned land uses and reduce dependence on arterial streets for local circulation.
Policy 5 The design objective for the functional street classification system within Clark County should reach a reasonable Level of Service (LOS).
Policy 6 Develop, support, and preserve rights-of-way for future fixed guideway systems, and other alternative modes identified in adopted plans.
Policy 7 Support the planning and development of safe and efficient freight transportation corridors.
Policy 8 Discourage excessive driveways on arterial and collector streets.
Policy 9 Support the goals of the RTC Transportation Investment Business Plan (anticipated for adoption in 2016). Coordinate efforts with the RTC Regional Plan.
Policy 10 Provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation to enable active travel as part of daily activities for all users of the streets, including children, families, older adults, and people with disabilities.
Policy 11 Create safe and inviting environments for students, families, and staff to walk, bicycle, and use public transportation enroute to school.

Park and Ride/Pool and other Future Facilities

Goal and Policy

Goal 1 Promote increasing car-pooling and transit ridership by planning for Park and Ride/Pool facilities in appropriate locations.

Policy 1 Coordinate with RTC the reservation of land parcels with the Bureau of Land Management or partnerships with large businesses at key locations for Park and Ride/Vehicle Pool Facilities.

Implementing the Transportation System

Goals and Policies

Goal 1 Implement a County transportation system that supports the adopted land use plans by selection of complementary transportation projects and programs.

Goal 2 Make the most efficient use of the existing transportation network.

Policy 1 Prioritize projects and programs which best serve the transportation needs of the Strip, regional centers, intermodal facilities and industrial areas.

Policy 2 Prioritize public infrastructure improvements to address bike and pedestrian safety.

Policy 3 Address the mobility needs of all members of the community.

Policy 4 Develop implementation criteria by which future transit corridors will be prioritized including: potential ridership, economic development/TOD potential, proximity to jobs, housing and education, enhanced quality of life, and integration with the bike and pedestrian network.

Policy 5 Ensure high use facilities such as schools and parks have sufficient local street access to disperse associated traffic (keeping pedestrian and bicycle use as a high priority).

Policy 6 Prevent early right-of-way vacations before the neighborhood transportation network is determined.

Policy 7 Update design standards to create wider sidewalks with street trees, benches, trash receptacles, street lighting, and other streetscape amenities along key transportation corridors to make walking to transit stops more welcoming for riders and to shield them from heat during extreme temperatures.

Policy 6 Work with the RTC and public works to implement a regional system of fully multi-modal interconnected arterial and local streets, pathways and bikeways that are integrated with public transit in order to increase mode share.

Policy 7 Evaluate planned transportation infrastructure to reflect the land use vision.

Policy 8 Access to residential lots should be taken from local streets.

Policy 9 Rehabilitation of freeways and streets should be completed as efficiently (time and cost) as possible.

Policy 10 Promote completion of I-11 through Clark County connecting Arizona to the south and points north of the County.